

Amendments to the Claims

The following listing of claims will replace all prior versions, and listings, of claims in this patent application:

1. (currently amended) A configuration for a curved path of a railroad track turnout comprising a combination of a defined horizontal curvature and superelevation as a function of distance along a turnout track and an inferred horizontal curvature as a function of distance along the turnout track such that for a vehicle traveling at a selected speed a component of gravitational acceleration in a plane of the track is approximately equal at any distance along the track to a component of centripetal acceleration in the plane of the track and wherein the curved path has a shape selected from the group of shapes consisting essentially of a K-spiral, a Bend, one half of a Jog, and part of a Wiggle wherein at each point along the path and for a fixed positive vehicle speed a component of centripetal acceleration in a plane of the track due to a combination of the horizontal curvature and the vehicle speed is approximately balanced by a component of gravity in the plane of the track.

2. (original) A railroad track turnout configuration including two railroad track turnouts, each having the railroad track turnout configuration according to claim 1, wherein the two track turnouts are connected to form a crossover between two adjacent railroad tracks.

3. (original) A railroad track turnout configuration according to claim 2 wherein a crossing route that passes through the two turnouts has an overall geometrical shape at least approximating a Jog.

4. (original) A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a K\_spiral.

5. (original) A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a Bend.

6. (original) A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a Jog.

7. (original) A railroad track turnout configuration according to claim 1 wherein the overall shape and superelevation of a path having horizontal curvature has an overall geometrical shape which at least approximates at least a part of the shape of a Wiggle.

8. (original) A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a transfer\_table arrangement.

9. (original) A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a stub\_switch arrangement.

10. (original) A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a wide\_point arrangement.

11. (original) A railroad track turnout configuration according to claim 1 wherein a switching function is achieved together with a requisite superelevation by a compromise\_point arrangement.